

IN THE CLAIMS:

1. (Currently Amended) Convertible (1) with a roof (2) that is movably supported relative to an automobile body, wherein the roof (2) can be moved in a translatory direction at least nearly horizontally between a closed position, in which a front roof section is supported on and is a in mounting connection with a windshield frame (7), and an intermediate position, in which the mounting connection between the roof (2) and the windshield frame (7) is released and in which the front roof section can be swiveled upward in a roof movement that includes at least a rotational component, wherein the translatory displacement (H) of the roof and the roof movement that at least includes a rotational component (S) occur in succession, the roof (2) being rotatably supported on lateral main bearings (8) relative to an automobile body (20), wherein the main bearings (8) are movable at least nearly horizontally relative to the automobile body (20), and wherein the distance (H) of the at least nearly horizontal movement is between two and eight centimeters.

2. (Currently Amended) Convertible (1) in accordance with a ~~roof (2) that is rotatably supported on lateral main bearings (8) relative to an automobile body (20), especially in accordance~~ Claim 1, wherein the main bearings (8) are movable at least nearly

~~horizontally relative to the automobile body (20), and wherein, in~~ a rearwardly displaced position of the roof (2), the front roof section can be swiveled upward about the main bearings (8).

3. (Canceled)

4. (Previously Presented) Convertible in accordance with Claim 1, wherein the front roof section is mounted on the windshield frame (7) without locks, and at least one locking device is assigned to the displaceable main bearings (8).

5. (Previously Presented) Convertible in accordance with Claim 1, wherein a positive-locking connection can be made between the front roof section and the windshield frame (7).

6. (Previously Presented) Convertible in accordance with Claim 5, wherein, for the positive-locking connection, pins (10), which are located essentially in an extension direction of the front roof part (5), are assigned to the front roof section and are configured to fit into complementary recesses (11) of the windshield frame (7).

7. (Previously Presented) Convertible in accordance with Claim 6, wherein the pins (10) have a conical shape.

8. (Previously Presented) Convertible in accordance with Claim 1, wherein to open the roof (2), the distance (H) of the at least nearly horizontal displacement in the opposite direction from the direction of travel (F) is limited to a roof position in which the front roof section can swivel freely upward without danger of collision with the windshield frame (7).

9. (Cancelled)

10. (Previously Presented) Convertible in accordance with Claim 1, wherein the roof (2) comprises several rigid roof parts (3, 5), wherein a rear roof part (3) extends at least between a belt line (L) and a roof part (5) that is located in front of it in the direction of travel (F) and above a passenger compartment, and wherein the rear roof part (3) has a middle section (S5), which, in the closed state of the roof, lies between lateral main posts (S4) and encloses a rear window.

11. (Previously Presented) Convertible in accordance with Claim 10, wherein the main posts (S4), on the one hand, and the middle section (S5), on the other hand, are each separately rotationally connected both with the automobile body (20) and with the upper roof part (5) by joints (S9, S10; S11, S12), which form a multijoint

linkage as seen in a side view, and whose pivot axes lie in a common plane (E) in at least one movement position of the roof (2), such that at least one additional support (S25) of the roof part (5) or a roof part (5) located in front of the rear roof part (3) is provided for supporting the roof part (5) with respect to the automobile body (20) and is active in at least this movement position of the roof (2).

12. (Previously Presented) Convertible (1) in accordance with Claim 11, wherein the multijoint linkage forms a four-bar linkage (S9, S10; S11, S12).

13. (Previously Presented) Convertible (1) in accordance with Claim 11, wherein the main posts (S4), on the one hand, and the middle section (S5), on the other hand, form parts of an articulated parallelogram.

14. (Previously Presented) Convertible (1) in accordance with Claim 11, wherein during part of the roof opening or closing movement, the main posts (S4), on the one hand, and the middle section (S5), on the other hand, form a multijoint linkage (S9, S10; S11, S12), and during part of the movement, the main posts (S4) and the additional support (S25) form a multijoint linkage (S9, S10; S32, S33).

15. (Previously Presented) Convertible (1) in accordance with Claim 14, wherein during part of the roof opening or closing movement, the main posts (S4) and the middle section (S5) form an articulated parallelogram, and during part of the movement, the main posts (S4) and the additional support (S25) form an articulated parallelogram.

16. (Previously Presented) Convertible in accordance with Claim 11, wherein the additional support (S25) supports a front roof part (5) or the front roof part (5) with respect to the automobile body (20).

17. (Currently Amended) Convertible in accordance with Claim 11, wherein each support (S25) configured as a link that is elastic in ~~ex~~ itself or is elastic in at least one of its connections (S32; S33).

18. (Currently Amended) Convertible in accordance with Claim 11, wherein the ~~articulation~~ joints (S11) of the middle section (S5) on the automobile body (20) and the ~~articulation~~ joints (S12) of the middle section (S5) on the upper roof part (5) are each situated above the planes of the respective ~~articulation~~ joints (S9; S10) of the main post (S4).

19. (Previously Presented) Convertible in accordance with Claim 18, wherein in the open state, the rear window (S6) is held above the main posts (S4).

20. (Previously Presented) Convertible in accordance with Claim 11, wherein the middle section (S5) is formed as a rear window (S6) essentially over its entire height.

21. (Previously Presented) Convertible in accordance with Claim 11, wherein a panel (S13), which is assigned to the upper roof part (5), is supported in lateral guides in such a way that it can be moved longitudinally.

22. (Cancelled)